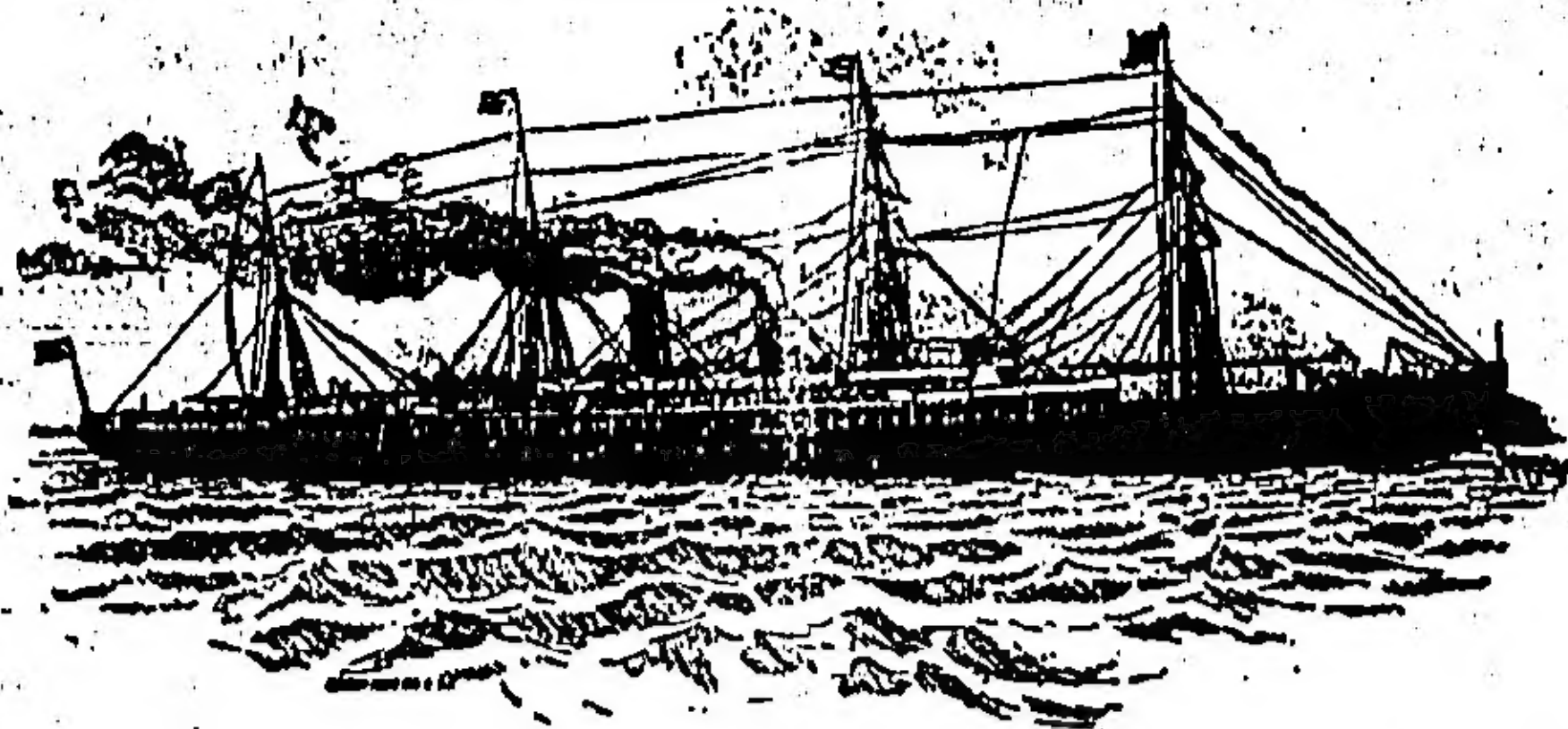






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons...	SUNDAY, 4th September, at Daylight.
"AMERICA MARU"	6,300 "	THURSDAY, 8th September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIO"	4,784 "	TUESDAY, 27th September, at Noon.
"MANOHURIA"	4,276 "	SATURDAY, 8th October, at Daylight.
"KOREA"	4,205 "	TUESDAY, 1st November, at Noon.
"GAELIC"	4,352 "	THURSDAY, 10th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship, "MONGOLIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 4th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

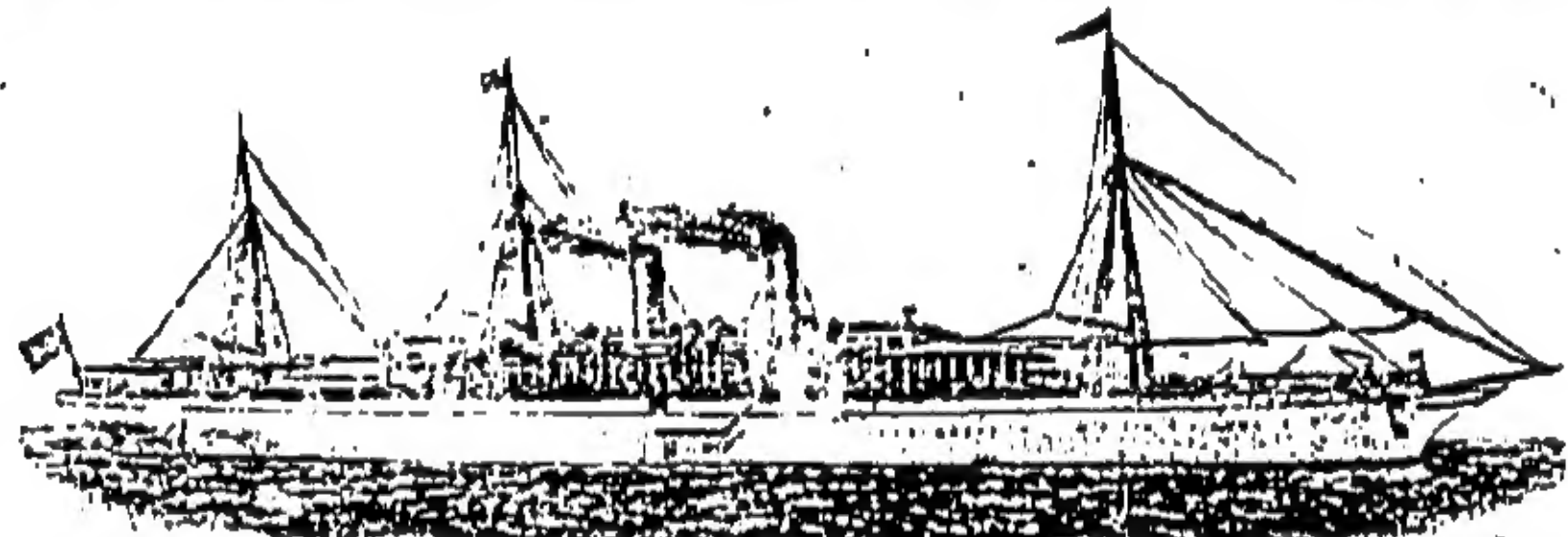
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st September, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 21st September.
"ATHENIAN"	3,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 26th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General-Agent,  
9, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE and HAMBURG.	6th Sept.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG.	20th Sept.
Lüning	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA	HAVRE and HAMBURG.	3rd October.
(ex-KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Passengers.
SUEVIA	HAVRE and HAMBURG.	18th October.
von Döhren	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BRISGAVIA	HAVRE and HAMBURG.	1st Nov.
Schulte	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SLAVONIA	HAVRE and HAMBURG.	15th Nov.
(ex-STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).	Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 2nd September, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,360 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
-----------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st September, 1904.

JAVA-CHINA-JAPAN LINE.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half of September	JAPAN	First half of September
TJILATJAP	JAVA PORTS	First half of October	JAPAN	First half of October
TJIMAH	JAPAN	Second half of September	JAVA PORTS	Second half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

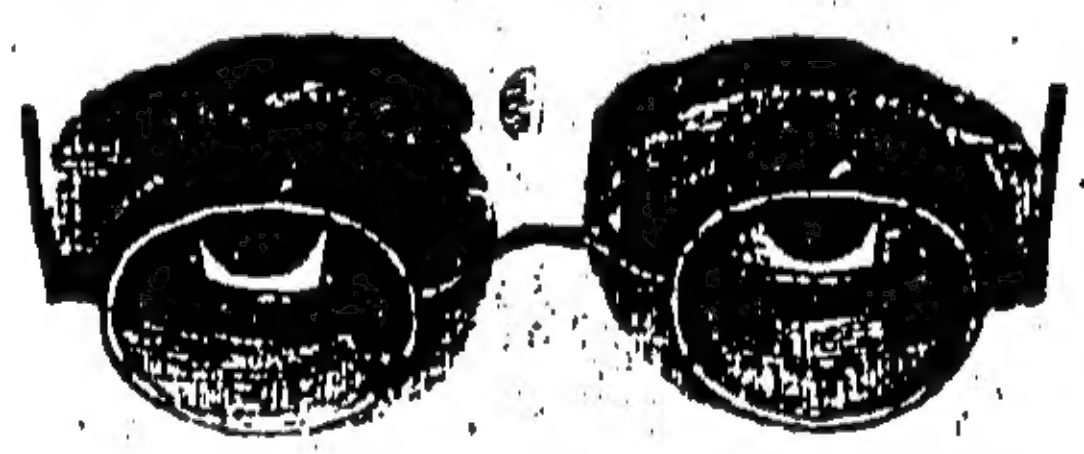
For Particulars of Freight and Passage, apply to

THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 2nd September, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

Examined, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

10, QUEEN'S ROAD,

WALSON'S BUILDING.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

1st House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR,

PORTRAITS, GROUPS AND ENLARGING

AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

## THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

## KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

Hongkong, 29th October, 1902.

MANAGER.

## OCCIDENTAL

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-

ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.



## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by  
PUBLIC AUCTION,  
TO-MORROW,  
the 3rd Sept., 1904, commencing at 2.30 P.M.,  
at his  
SALES ROOMS, DUNDRELL STREET,  
A FINE COLLECTION  
of  
JAPANESE CURIOS,  
Comprising—

HANDSOME SATSUMA WARE  
(BOWLS, VASES, INCENSE BURNERS,  
&c.), VERY FINE SILVER CLOISONNÉS,  
FINE KUTANI TRAYS, DAMASCENE  
CIGARETTE CASES, CUT VELVET PIC-  
TURES and WALL HANGINGS, SILK  
EMBROIDERED SCREENS, BED-  
COVERS, HANGINGS and D'OLYIES, and  
a variety of other Curios.

TERMS:—As Customary.  
Catalogues will be issued.  
On view from FRIDAY, the 2nd September,  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 2nd September, 1904. [978]



## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 5th day of September,  
1904, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN  
LAND, at Tai Tai Mui, in the Colony of  
Hongkong, for a term of 75 years, with the  
option of renewal at a CROWN RENT to be  
fixed by the Surveyor of His Majesty the  
King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
174	At Tai Tai Mui, in the Colony of Hongkong.	174	174	174	174

Hongkong, 27th August, 1904. [975]



## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to be  
held on MONDAY, the 5th day of September,  
1904, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND  
at Austin Road, Kowloon, in the Colony of  
Hongkong, for a term of 75 years, with the  
option of renewal at a CROWN RENT to be  
fixed by the Surveyor of His Majesty the King,  
for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
175	At Austin Road, Kowloon, in the Colony of Hongkong.	175	175	175	175

Hongkong, 27th August, 1904. [976]

## Intimations.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S. S. Co., BOSTON  
STEAMSHIP and TOWBOAT CO., OCEAN  
S. S. Co. and CHINA MUTUAL S. S. Co.  
For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [643]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the highest Class AERATED  
WATERS in the Far East on account of  
their High Class Machinery and also of  
the superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representatives of Messrs. BRATBY and  
HINCHLIFFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited  
our factory recently in the course of a tour  
amongst Eastern Aerated Water Makers, and  
was greatly surprised at the compactness of our  
factory and also the methodical way in which  
everything pertaining to the making of Aerated  
Water was carried out. He also expressed his  
self strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior  
to a great many. He also reported that the  
quality of our goods was of a first class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point, Tel. 397.  
Depot, Ice House Street, Tel. 374.  
Dr. V. DANENBERG & F. P. DANENBERG,  
General Managers.  
Hongkong, 20th May, 1904. [677]

## Intimations.

## THE HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above  
Club will be held TO-MORROW,  
the 3rd instant, commencing at 3.30 P.M. (weather  
permitting). Tickets of Admission \$1 each to be  
obtained at the Gate. Ladies are invited.  
GEO. K. HALL BRUTON,  
Hon. Secretary.  
Hongkong, 2nd September, 1904. [994]

THE HONGKONG & KOWLOON WHARF  
AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, will be held at  
Messrs. Jardine, Matheson & Co.'s Offices,  
Pender Street, Victoria, Hongkong, on THURSDAY,  
the 22nd day of September, 1904, at  
12.15 P.M., when the subjoined Resolutions  
which were passed at the Extraordinary General  
Meeting of the Company held on the 31st day  
of August, 1904, will be submitted for confirma-  
tion as Special Resolutions:—

- 1.—That the Capital of the Company be in-  
creased from \$1,500,000 to \$2,000,000 by the  
creation of 10,000 New Shares of \$50 each.
- 2.—That such New Shares be issued at a  
premium of \$30 per share and be offered to  
those persons who are registered as  
Shareholders of the Company on 1st  
October, 1904, in the proportion of one  
New Share for every complete three  
shares held by them on 1st October,  
1904.
- 3.—That the amount due for the New Shares  
shall be called up on 31st December,  
1904.

Dated the 2nd September, 1904.  
By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

## A. S. WATSON &amp; CO., LIMITED.

## ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General  
Managers of A. S. WATSON & Company,  
Limited, hereby invite applications from the  
Shareholders of the Company for the issue of  
30,000 new shares of \$10 each at a Premium of  
10 per cent. or \$11 a share.

Each Registered shareholder on the 28th day  
of September, 1904, applying for the New Issue  
will be entitled to one share for every two shares  
registered in his name. Shares not applied for  
by those entitled to apply will be dealt with by  
the General Managers in accordance with  
Article 40 of the Company's Articles of  
Association.

Applications for Shares in the New Issue will  
be received by the Hongkong and Shanghai  
Banking Corporation in Hongkong from the  
28th September, 1904, to the 30th September,  
1904, both days inclusive, and the whole amount  
of \$11 per share will be payable on application.  
The TRANSFER BOOKS of the Company will be  
CLOSED from the 28th September,  
1904, to the 8th October, 1904, both days  
inclusive.

The present paid-up Capital of the Company  
is \$600,000, divided into 60,000 shares of \$10  
each, and the New Issue is required to increase  
the Capital of the Company to \$900,000 divided  
into 90,000 shares of \$10 each.

The whole of the premium received from the  
New Issue will be placed to the Credit of the  
Permanent Reserve Fund.  
The New Issue will rank for Dividend for the  
three months ending 31st December, 1904, pay-  
able in May, 1905.

Forms of application for the New Issue can  
be obtained at the Company's Offices in Alex-  
andra Buildings or at the Hongkong and  
Shanghai Banking Corporation in Hongkong,  
Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [754]

## EXCURSION TO MACAO.

## THE Splendid Steamer

## "YING KING,"

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.  
Peregrinates wharf at Macao.

FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00.  
Return " " \$3.00, " \$5.00.  
Tiffin and Dinner may be had on Board  
at \$1 each meal.

YUK ON & CO., LD.,  
S. A. NORDH,  
Macao Agent.  
Hongkong, 2nd September, 1904. [998]

## TSHI TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEES.

Consultation Free.  
Hongkong, 30th July, 1904. [892]

## THE AMERICAN SYSTEM

## OF

## DENTISTRY.

M. H. CHAUN, D. D. S.,  
37, DES VŒUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904. [18]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 22nd April, 1899.

AS AERIAL NAVIGATION  
SOLVED!

John Holland, the inventor of the submarine  
boat bearing his name, has turned his atten-  
tion lately to the study of aerial navigation,  
and believes that he has developed a machine  
which solves the problem of human flight.  
From the brief description given of the inven-  
tion it will depend entirely on mechanical  
means for support and motion in the air, as it  
is not supplied with either gas bags or ballast.  
It is a flying machine, pure and simple, sup-  
plied with two sets of wings operated by four  
wheels. Each of the wings will be ten feet in  
length, and the whole machine, which is pre-  
sented will carry a man, weighs only twenty-  
six pounds and may be packed in a large-sized  
trunk. The inventor is so sanguine of the suc-  
cess of the machine that he predicts that it will  
make flying through the air safer and more  
popular than bicycle riding on the solid ground.

Mr. Holland may be overconfident in his new  
venture in the field of aeronautics. Many have  
believed before him that they had discovered the  
secret of flight and could overcome the laws of  
gravitation without the aid of gases lighter than  
the lower strata of the atmosphere. Lillenthal  
partly succeeded, for he developed a flying  
machine or aeroplane with which he sailed  
against the wind for a distance of a mile or so,  
and over the rise and fall of which above the  
earth he was able to exercise a certain degree  
of control. But when he thought his success  
was assured the treacherous device carried him  
to his death. S. P. Langley coaxed Congress  
and the Army Department to spend nearly  
\$100,000 of the public money in the construc-  
tion of an aeroplane which he demonstrated by  
a small model would fly. But all of the trials  
made with the costly machine proved that it  
was a miserable failure, for it never flew an  
inch, and its wreck in the Potomac nearly cost  
the life of the man employed as its engineer.

However, Holland has proved his capacity as a  
skilful inventor through the production of a  
submarine boat which is of genuine practical  
value, and that after many other inventors had  
failed. He may possibly have succeeded in  
producing something now that can be made to  
float in the air as successfully as his submarine  
boat moves under the surface of the water.—  
S. F. Chronicle.

## ENLIVENING THE FLAT.

## DROLL INCIDENTS IN A TENANT'S HOME.

## COMING.

A highly diverting case, according to the  
Morning Leader, dealing with the subject of  
flats and their occupants was heard the other  
day in the King's Bench Division, when Mr. S.  
T. Biggs, a solicitor, sought to recover from  
Mrs. Maud Mary Routh, a widow, possession  
of a flat at Avenue Mansions, Clapham com-  
mon, owing to a breach of covenant.

The breach consisted in the defendant's al-  
leged frequent drunkenness and disorderly  
conduct.

Mrs. Routh claimed that she was still in pos-  
session, paid into court a quarter's rent, and  
denied further liability.

Mr. McBean, the Scottish caretaker at the  
flats, was called to give evidence as to the  
alleged disorderly conduct.

## "NOT LORDS—RESPECTABLE."

Mr. Kavanagh, for the defendant, asked in  
cross-examination: "Are there any noblemen  
in your flat?"

"No, sir, they're all respectable people there,"  
was the grave reply of the Scots maid. Mr.  
Justice Bray and everyone else in court laughed  
heartily.

The witness stated that the defendant enter-  
ed into possession of the flat on 24th June, 1903,  
and was drunk from the first. She would come  
home at night and sit on the stairs howling,  
singing, and screaming, and using abominable  
language.

Mr. McBean added that the lady had called  
him "a dirty devil."

## AT HER WORST.

Mr. Kavanagh: Is that the worst?—Oh,  
dear no, much worse.

When was her conduct worst?—She was  
worst that time she spent the whole night on  
the stairs. He used to see the lady attempt-  
ing to get upstairs at midnight.

Do you go to her help?—I generally went  
out on the stairs to try to keep the noise down.  
How?—By smoothing her upstairs. (Laugh-  
ter.)

On one occasion she was taken home by a  
gentleman who found her helplessly drunk in  
the road. That was after midnight, and she  
created a disturbance because he would not  
allow the gentleman on the premises and  
refused to fetch her some whisky.

## ORDINARY AND DRUNKEN WEIGHTS.

On another occasion he assisted her up stairs  
when she was drunk, but he could only get her  
half-way up, as she was so heavy.

Her ordinary weight was about 12st, but she  
must have weighed 14st when she was full of  
drink.

You say she was "laughing drunk"? asked  
defendant's counsel.—Yes.

Well, you seem an expert in drunkenness,  
what does that mean?—She could not get up  
the stairs, so she had to sit down on them, and  
as she couldn't speak either, she did nothing  
but laugh (laughter).

Mr. Kavanagh: Did you go into her flat  
while she was absent?—Once, on my master's  
instructions, I got in by opening the verandah  
door.

With a key?—No, by putting my hand  
through a broken window, and so pushing  
back the lock.

## LOCKED OUT.

Did you then lock her out?—I did, on my  
master's instructions.

Were you to lock her up or lock her out?—  
To lock her out.

The foreman intimated, during the cross-  
examination, that unless counsel produced Mrs.  
Routh the jury were prepared to stop the case.  
Subsequently they found in favor of the plain-  
tiff on points of fact.

## CRICKET UNIMPAIRED.

[The fielding was atrocious. The play  
was foolish, indeed criminal. &c. &c.  
—Any day's cricket report.]

A man there is, but of his fellow's scorn,  
"Unfit for anything except a goal;  
To dark disgrace and deep dishonour born,  
And placed by vice beyond Redemption's pale;  
It is the wretch, who in a country match,  
Degrades his manhood by a 'foiled catch'!

There is criminal of deeper hue—  
The man who, blest with energy and will,  
Goes careless in, when everything is blue,  
And victory depends upon his skill—  
Who lashes out as if from worry free,  
And gives a silly chance of "c and b."

There is a scoundrel who is dead to shame,  
Fit subject for the gallows or the rack;  
Insured to obloquy, he laughs at blame,  
And turns to good advice a headless back;  
It is the bowler throwing games away,  
By sending stuff that anyone could play.

To purge our world we need some drastic Act;  
With penalties to fit each cricket crime;  
Our laws are mild, effeminate, in fact,  
And piling-tender is the mealy time!  
And so, by way of fillip to the rest,  
There are some penalties I would suggest.

For getting out, a fine of twenty pounds;  
For missing catches, fifty or the last;  
For bowling badly on imperfect grounds,  
A week's imprisonment, not saved by cash;  
For losing matches, inexcused by weather,  
The whole eleven should be hanged together.

—Daily Chronicle.

THE BRITISH NAVY AND  
COMMERCE.

Lord Brassey delivered an address last month  
before the members of the London Chamber of  
Commerce, on "The State of the Navy and  
Naval Administration." He observed that the  
state of the Navy was a vital question for those  
engaged in commerce. As Chairman of the  
Standing Committee on Defence, it had seemed  
to him fitting, at a time when the Army had  
become a prominent topic, to submit some  
observations on our naval position. The two  
services must be combined in any general  
scheme for Imperial defence. In first-class  
battleships, we, as a nation, were equal to a  
combination of three Powers. If ships build-  
ing were included, and assuming an equal rate  
of progress, we were fully up to a two-Power  
standard. We were strong in cruisers of every  
type. We had maintained our maritime  
supremacy by an expenditure never before ap-  
proached in time of peace. In a Parliamentary  
return of last session the cost of Imperial de-  
fence was given at £81,487,000. For the Navy  
the expenditure would be about £45,000,000.  
As to the possibility of the reduction of  
charges, the expenditure necessary to ourselves  
depended on the expenditure elsewhere. In the  
period 1895-1903 Navy Estimates for Ger-  
many were increased in round figures by  
£8,000,000, and in Russia by nearly £5,000,000;  
in both cases mainly for shipbuilding and ar-  
maments. In naval policy half-measures ac-  
complished nothing; burdens on the taxpayer  
were heavier, but the national safety was not  
assured. Our Navy Estimates had been framed  
in pursuance of the national resolves that our  
supremacy should be maintained. For new  
construction we had an increase in ten years  
falling little short of £10,000,000. It had been  
barely sufficient to maintain a two-Power stan-  
dard in shipbuilding. If in past years there had  
been hesitation to engage to the full extent of  
our resources in a competition which we had no  
desire to encourage, in the latest Navy Estima-  
tes the deficiency had been fully made good.  
We had now gone beyond the aggregate  
expenditure on shipbuilding of France, Russia,  
and Germany and we built at least 20 per cent.  
more cheaply than could be effected in Russia  
and France. The indications were that com-  
petition on naval preparations was becoming  
less severe on the whole. If foreign Powers  
cut down in these days to gain an ad-  
vantage by superior power of design. Battleships  
of the future would be necessary for the British  
Navy. A less costly type was also needed.  
For the general duties of the cruiser class,  
second-class cruisers of the Challenger type,  
under 6,000 tons displacement, were effective.  
Their cost was £400,000, as against £1,000,000  
for the Duke of Edinburgh. In regard to man-  
ning, we had a permanent force far above a  
two-Power standard, but in reserves we had  
not reached that level. He suggested that the  
admiralty should do more for the education of  
the young officers of the Naval Reserve; that  
regiments might be permanently quartered at  
the naval ports and trained as marines, and  
that stokers of tropical races should be enrolled  
in the reserves. With 100,000 men in the re-  
serves our permanent force might be gradually  
reduced to a two-Power standard. Expendi-  
ture would thus be lessened. New proposals  
for Navy works should be examined with more  
care than had been bestowed of late.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling	Buying
London—Bank T.T. 1/9 11/16	
Do. demand 1/9 11/16	
Do. 4 months' sight 1/9 11/16	
France—Bank T.T. 1/10 1/16	
America—Bank T.T. 1/10 1/16	
Germany—Bank T.T. 1/10 1/16	
India T.T. 1/10 1/16	
Do. demand 1/10 1/16	
Shanghai—Bank T.T. 1/10 1/16	
Japan—Bank T.T. 1/10 1/16	
Singapore—Bank T.T. 1/10 1/16	
Java—Bank T.T. 1/10 1/16	
4 months' sight L/C 1/10 1/16	
6 months' sight L/C 1/10 1/16	
30 days' sight San Francisco & New York 1/10 1/16	
4 months' sight 1/10 1/16	
30 days' sight Sydney and Melbourne 1/10 1/16	
4 months' sight France 1/10 1/16	
6 months' sight 1/10 1/16	
1 month's sight Germany 1/10 1/16	
Bar Silver 1/10 1/16	
Bank of England rate 1/10 1/16	

## OPIMUM QUOTATIONS.

Today's quotations are as follows:	Per chest
Mela New	1,000/1,080
Old	1,100/1,180
Older	1,200/1,280
Older	1,300/1,380
Patna New	1,400/1,480
Patna Old	1,500/1,580
Patna (Paper)	1,600/1,680

## Intimations.

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

## BY GIVING A VERY LARGE ORDER.

## WE HAVE SECURED THE

## CO-OPERATION

## OF THE MAKERS OF THE

## "APOLLO

## MASTER

## PLAYERS"

## IN LOWERING THEIR PRICES, AND

## WE NOW OFFER THEM FROM

## \$365 TO \$850.

## NEW

## CONSIGNMENT

## JUST ARRIVED

## PER S.S. "EMPRESS OF CHINA."

## WE WILL SUPPLY AN UPRIGHT

## IRON GRAND AND A PIANO

## PLAYER FOR \$825. CASH OR

## CREDIT TERMS.

These Players have been tested in Hongkong  
for 5 years. (at Peak included): without a  
Single Failure, which can be said of no other  
Player.

## THE

## ROBINSON PIANO

## Co., Ltd.

Hongkong, 3rd August, 1904. [39]

## THE CHINA AND JAPAN TELEPHONE

## AND ELECTRIC COMPANY,

## LIMITED.

## HONGKONG EXCHANGE.

## S U B S C R I P T I O N S.

## PAYABLE QUARTERLY IN ADVANCE.

## EXCHANGE LINEB \$25 Per Quarter.

## NO CHARGE FOR INITIAL

## INSTALLATION.

N.B.—A Special Charge is made for Lines  
of more than average length.

## DESK TELEPHONES

For a small additional annual charge Desk  
Sets can be supplied.

## ELECTRIC SUPPLIES.

## BATTERIES.

## CHEMICALS.

## ELECTRIC BELLS.

## INSULATORS.



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904.

TELEPHONE NO. 250.

CABLE ADDRESS: "ACHIEVE," HONGKONG  
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣

17, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEURS-MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.

Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-Class Builders.

A large stock of Canadian Asbestos and  
Asbestosoid goods kept.

Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone:—No. 358.  
Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

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world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-

five cents.

## BIRTH.

On 1st September at the Victoria Hospital,  
Peak, the wife of C. W. CAMPBELL, H.B.M.  
Consulate-General, Canton, of a daughter. [100]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 2, 1904.

THE FIGHTING AT  
LIAOYANG.

According to a Shanghai telegram printed  
by our senior morning contemporary Japanese  
troops have driven the Russians out of  
Liaoyang. There is, at the hour at which  
we are writing no confirmation of the report,  
for the operations as briefly recounted in  
the Consular notifications received from  
Mr. M. Noma show that the capture  
of this important centre has not yet  
been effected, although its fall is evidently  
imminent. Situated, some three hundred  
miles from the Korean frontier, at the apex  
of a triangle of which the two other points  
are Newchwang and the Yalu, Liaoyang is  
the city at which General Kuropatkin in the  
earlier stages of the war concentrated  
the bulk of his forces, and watched the pro-  
gress of events. Here he could dominate  
the whole field of future battle, survey all  
operations and watch the movement of the  
enemy while his own numerical superiority  
was being assured. Sixteen trainloads of  
troops are said to have been pouring into  
the country daily and yet the commander-in-  
chief did not feel justified in meeting the  
Japanese in pitched battle. His policy has  
been, and continues to be, one of retreat,  
though he can console himself with the  
reflection that every step forward on the part  
of his foe removes them further and further  
from their base of operation and renders the  
matter of supply increasingly difficult. The  
strategic and tactical skill hitherto exhibited  
by the Japanese can leave no room for thought  
in this respect, and her three great armies  
which have been concentrating on Mukden  
will continue creeping forward until a deci-  
sive battle can be fought. General Kuroki,  
in charge of the first army corps, has marched  
up from Kiuliencheng, through Fenghuang-  
cheng, Motien Pass, and on beyond  
Liaoyang to Heungtai, while other corps set  
out from Takushan, and Kaichau for  
Liaoyang via Haicheng. On Saturday last  
they seized Anshantien, a natural fortress  
of great importance commanding the  
riverside city and, according to information  
just to hand, are on the eve of occupying  
the southern headquarters of the Russians.  
That a desperate struggle must have ensued  
is evident from the fact that Liaoyang  
had been strongly fortified by some seven-  
teen batteries and surrounded by entrench-  
ments, redoubts and wire entanglements.  
Of the batteries, two on the east,  
one on the north-east, four on the west, two  
on the north-west and two on the south were  
carefully completed some three months back,  
with mines laid, around them many feet  
away. Thousands of troops were then living  
in the square-built, drab-tinted Chinese  
town, which is probably the oldest in Man-  
churia. The outer face and battlements of  
its high walls are of very hard brick, and  
have a circumference of over ten miles.  
The imperial highway from Mukden to  
Newchwang and Port Arthur separates the  
place from the old road to Korea,  
while the railway runs east and west  
past the city, north-east towards Mukden  
and south, south west from Show-  
shan. When it is captured Japan, ac-  
cording to Reuters agency, will have  
to bring about the fall of Port Arthur  
to close the autumn campaign. If she re-  
duces this stronghold and the Mikado's  
troops establish themselves in secure pos-  
session of the banks of the Taitsé river at  
Liaoyang and southern Manchuria, the Rus-  
sian commander must fall back some forty  
miles on Mukden for the winter, and run  
the grave risks which a Japanese occupation  
of Manchuria's holy city would assuredly  
involve.

## LOCAL AND GENERAL.

The British steamer *Clitus*, 1,588 tons net,  
has been sold to Japanese.

The *Tzarevitch* had only three shells for her  
big guns remaining when she took refuge in  
Tsingtao.

The business in Hirao Water is being turned  
into a limited company at Kobe with a capital  
of 25,000 yen.

Mr. Gijuro Nagasaki, Manager of the Yoko-  
hama Specie Bank, Yokohama, died on the  
17th ult. from meningitis.

The *Bretia*, which was one of the steamers  
stranded at Yokkaichi, has been placed in the  
N. Y. K.'s Hokkaido service.

Mr. George Booth, who came to Yokohama in  
1872 to the firm of Lane, Crawford & Co., died  
there on the 17th ult., aged 68.

Mr. Arthur Chapman, the Government As-  
sessor, has kindly sent us a copy of the fourth  
supplement to his useful street index.

It has now been ascertained definitely that  
the United States cruiser *Tacoma* has been  
ordered to joined the Asiatic fleet. It is under-  
stood she will reach this station the latter part  
of the year.

When Mr. H. H. J. Gompertz, Acting Police  
Magistrate, goes on leave to Japan, his place  
will be taken by Mr. J. H. Kemp, acting second  
Police Magistrate, who in turn will be relieved  
by Mr. E. D. C. Wolfe, magistrate of the New  
Territory.

The following remarkable statement appears  
in the telegrams sent to Chefoo and Tientsin  
from Shanghai by the *Ostasiatische Lloyd*:—  
"It is generally believed that the neutral  
Powers prevented the Japanese fleet from en-  
tering the Huangpu."

The *China Times* says the Russian destroyer  
*Reschitjelnij* did take coal at Chefoo, and was  
not disarmed. The Japanese officer on board  
knew enough Russian to recognise the order  
given by the Russian captain to blow up the  
destroyer, whose orders were to return to Port  
Arthur.

SHANGHAI lost another of its old and popular  
residents on Saturday when Mr. C. J. Ashley  
passed away in his 69th year, after a lingering  
illness. "The Major," as he was familiarly  
known, was for many years a very prominent  
man in the life of Shanghai and one of  
pronounced individuality, observes the *China  
Gazette*.

ACCORDING to the *Universal Gazette* on 28th  
ult. a man-of-war of unknown nationality,  
painted a dark colour overhauled a local junk  
some distance outside Guttsai, laden with  
flour. The junk was searched and her crew  
ordered to take to the boats after which the  
people from the warships set the junk on fire.  
No confirmation of the story is obtainable  
from other quarters.

THREE months' hard labour and six hours  
in the stocks were awarded by Mr. Gompertz  
this morning to a Chinese barber, for enter-  
ing a house in Des Vaux Road, Cen-  
tral, and endeavouring to steal therefrom a box  
of clothing. The noise he made woke the  
owner, who shouted, and the barber dropped  
the box and jumped over the verandah, into  
the arms of the law, in the shape of an Indian  
constable, who investigated, and charged the  
man accordingly.

A CHINAMAN'S avarice frustrated his attempt  
to commit a burglary at Waichai yesterday.  
He entered the house of an acquaintance who,  
he knew, kept money on the premises, and  
broke open a chest in which he believed was a  
cash-box. This he found, and, in his joy shook  
it so vigorously that the clink of the coins  
within brought all the residents of the house  
about his ears. Inspector Galt looked after  
him till this morning when he was sent to three  
months' hard labour and six hours in the stocks.

THE polo on Saturday afternoon, says the *V.  
C. D. News* was marred by a serious accident  
to Mr. A. W. Burkill, whose pony slipped and  
fell pinning the rider by the right leg. Dr.  
Verdon of H.M.S. *Fearless* was on the ground  
and examined the injury, and afterwards Mr.  
Burkill was taken away in the ambulance. It  
was feared at first that the ankle itself was  
broken but the fracture is really just above the  
ankle, where happily it is less difficult to deal  
with, though it will be some time before the  
popular rider can be about again.

A SEAMAN from H.M.S. *Rosario* was charged  
with disorderly conduct, assault, and damage  
to a showcase in a shop in Queen's Road Cen-  
tral, the cause of the trouble being—a tooth  
brush! He went to the shop to buy this article  
and selected one for which the shop man asked  
50 cents. He would not pay more than thirty-  
five cents, and when the shopkeeper refused to  
accept that amount, struck the man several  
blows on the head and face. Before Mr. Gompertz  
this morning the man told a rambling  
story without denying the charge, beyond say-  
ing that he did not see any glass broken. He  
was fined \$15 for his conduct, or 14 days, and  
ordered to pay 50 cents compensation for the  
broken show-case glass. The fine was paid by  
an officer from the vessel, watching the case  
on his behalf.

THE Chinese engineer of the s.s. *Kwong Poi*  
had a very narrow escape from death yesterday  
evening when travelling on an electric tram  
car. On arriving at his destination he sudden-  
ly got up and jumped from the car, while the  
latter was going full speed. His foot was  
caught by the board and he was dragged about  
five yards before the car could be stopped, but  
he miraculously escaped with no further hurt  
than a few slight bruises. This morning Con-  
stable Cooper placed the man before Mr.  
Gompertz, who told him he was guilty of an  
act both foolish and dangerous, which might  
have had very serious consequences to others,  
had it resulted in his death. He was leniently  
dealt with this time and let off with a fine of \$5  
and a caution against a recurrence of his rash  
act, which His Worship hoped would act as a  
warning and a deterrent to his countrymen.

Mr. Clifford Wilkinson, of Tamsan fame, has  
offered twenty houses at Takaradzuka for the  
use of wounded Japanese soldiers.

A VIOLENT storm raged over Fusan on the  
20th ult. and it was in the same storm that the  
*Chitose* and *Tsukuma* attacked the *Novik*.

PHILATELISTS are warned that enormous quan-  
tities of forged Japanese postage stamps have  
been made in Japan and placed on the market.

THE Paris *Temps* points out that the *Reschit-  
jelnij* violated the neutrality of China by com-  
ing into Chefoo with passengers and dispatches.

THE Japanese are now engaged in raising the  
steamer *San* at Dalny, and they have re-  
covered the caisson of the dock which had  
been sunk.

MANY Chinese who recently settled in Dalny  
are now leaving. They state that they are  
afraid of a Russian movement from the north.—  
*China Gazette*.

THERE was no session of the Courts at the  
Magistracy this afternoon, as there were no  
entries on the charge sheets, and no prisoners  
to face the majesty of the Law.

Mr. Norman Cullen, a *Daily Mail* correspon-  
dent, mysteriously disappeared at Tokio, but  
was found unconscious in Uyeno Park by a  
Japanese doctor, and brought back to the Bluff  
Hotel.

MR. J. R. Brazier, Commissioner of Customs  
at Kowloon, has been appointed General  
Manager in China of the South African Labour  
Emigration Agency. He has been seconded  
from the Customs Service for the purpose.

THE new M. B. K. S. *Chohakusan Maru*,  
2,263 tons gross, was successfully launched at  
Nagasaki on the 21st ult. The whole of her  
steel constructive work was cast at Nagasaki,  
instead of being imported from Europe, so  
that she is entirely home-made.

THE Hon. Treasurer of the Alice Memorial  
and Nethercole Hospitals begs to acknowledge  
with thanks the following donation to the fund  
of the Hospitals:—Wo Hing Tai \$20, Cheung  
U-Hong \$20, Fu Chan Tsai \$20, Ming U-Tai  
\$20, I-Shun Tai \$20, Chit Wo Ho \$20, U-Wo  
Lung \$20, Ng Un Hing \$20, I-On Ho \$20,  
I-Shun Hong \$20, U-Tak Shing \$15, Kwong  
Man Tsung \$15, Fuk Loong \$15, Wing  
Cheung Li \$10, Kwong Wing Shing \$10, Hip  
Wo \$10, Hau Fung \$10.

ACCORDING to the *Sin Wan Pao*, the Wai  
Wu-pu received a report from Tsengchi that  
Russian soldiers at Moukden have been re-  
moving to Teh Ling all their stocks of am-  
munition and provisions are also being removed  
leaving only over a hundred sick and wounded  
in the hospital. The Wai Wu-pu has addressed  
the Japanese Minister asking him to consider  
the sacred city of Moukden as outside the area  
of active operations. Mr. Uchida discredits the  
report of Tsengchi.—*Sin Wan Pao*.

TIENTSIN papers to the 26th ult. state:—The  
Russians are commandeering cattle and carts  
in Liaoyi and Hsinan, and sunk a large num-  
ber of junks in the Liao river in the hope of  
causing an inundation which will hamper the  
Japanese advance.—The leading foreign em-  
ployees of the Chinese Imperial Railway  
Service have now received the China medal  
and clasp for 1900.—Harmston's Circus is to  
open in Peking next week.—A Japanese under-  
graduate coxed the first Trinity, Cambridge,  
boat at Henley.—The Russians complain that  
the Japanese put up quakers at Port Arthur,  
while the real guns are screened from view.—  
The Peiho rose on the 25th to 13 feet 2 inches.

## THE FLEET.

H.M.S. *Terrible* is expected to arrive here  
to-morrow from Weihaiwei, on her way home.  
She has on board the time-expired men of  
H.M.S. *Abdon*.

H.M.S. *Leutanthan* is expected to return to  
Hongkong from Mira Bay, where she has been  
for gun practice, and prize-firing, to-morrow.  
After taking in stores and reliefs for the fleet  
in the north, she will rejoin her station with  
the squadron.

H.M.S. *Espergle* is now at Mira Bay for gun-  
practice and prize-firing. She is expected to  
return to Hongkong on or about Monday next  
upon completion of her present duty, where  
she will take in supplies, etc., before going to  
join the fleet at Weihaiwei.

## A SPANISH STOWAWAY

AND A GOOD SAMARITAN.

When the s.s. *Wing Chai* arrived yesterday  
from Macao the police were sent for and a  
young Spaniard was given in charge for travel-  
ling without paying his fare for the passage.  
When arrested he said if he were taken to his  
friends he could get the money, and the com-  
pany agreed if he did so that they would not  
prosecute. He was taken by the police to se-  
veral houses he mentioned, and finally to the  
Spanish Mission, but everywhere failed to ob-  
tain the money he wanted, and so was taken  
back to the station and locked up. This morn-  
ing he was placed before Mr. Gompertz, when  
he pleaded guilty to the charge, and was fined  
\$25, with the usual alternative. He had no  
money to pay the fine, but a countryman of his  
stepped forward and acted the part of a good  
Samaritan, by paying the fine for him. Com-  
patriot, upon the latter's signing a promissory  
note for the amount, in his favour.

## COOLIES FOR SOUTH AFRICA.

DRISK WORK IN THE NORTH.

Recruiting of coolies in the north for service  
in the South African mines goes briskly on,  
and there are several vessels on the berth,  
some ready and some preparing to engage in  
the emigration work. Telegraphic communi-  
cation was received this morning, by her agent,  
that the s.s. *Tuxedo* left Chinwantao on the  
30th ult. carrying 1,406 coolies from that port.

The s.s. *Jabal*, leaves to-morrow at daylight  
for the same port on her second trip in this  
service.

The *Lethian* and the *Swanley*, now in the  
harbour, both leave in a few days for Chinwan-  
tao, and will be followed by the s.s. *Inham*, a  
sister ship of the *Jabal*, which is being pre-  
pared for this service, in the Hongkong and  
Whampoa Docks, after which she will be placed  
on the run, probably being the first to call for  
coolies at Chefoo. It is understood that nego-  
tiations are pending for the charter of several  
more steamers for the coolie emigration work.

SUSPENSION OF AMERICAN  
TRADE

WITH THE ORIENT.

As already notified in our columns, in con-  
sequence of the action of the Vladivostok fleet,  
liners from America refused to accept freight  
for any of the oriental ports within the zone of  
war. A San Francisco exchange writing with  
reference to the subject on 31st July stated:—  
E. H. Harriman has decided that he cannot  
stand the nervous strain of having the big  
Pacific Mail liners, laden with contraband  
freight, dodging Russian war ships in Oriental  
waters. The narrow escape of the *Korea*, which  
would have proved a rich prize for the Vlado-  
vostok squadron, has brought Harriman to the  
conclusion that it has been an unwise policy  
that permitted the Pacific Mail ships to gamble  
on the inactivity of the Russian cruisers. Now  
all this is to be changed. The Pacific Mail, in  
common with the Occidental and Oriental  
Steamship Company, which latter is the Oregon  
Railroad and Navigation Company's China line  
out of Portland, are to go from one extreme to  
the other. Whereas for months past practi-  
cally every steamer of the lines mentioned has been  
accepting all manner of freight for Japan, with  
scant regard as to whether it might be regarded  
by Russia as contraband of war or not, the ships  
of the three companies will henceforth, until  
further notice, not accept any freight of  
any character whatever for any port in the war  
zone or in China.

This determination of the steamship com-  
panies, to keep their ships free from molesta-  
tion by the Russian fleet was made public  
yesterday when notice was served on the  
Southern Pacific Company that until further  
notice no freight would be accepted for Japan,  
Korea, Siberia, Manchuria or China.

## STOPS ALL EXPORTS.

The far-reaching effect of this action by the  
steamship companies can be readily appreci-  
ated when it is understood that it means the  
complete cessation of all trade and commerce  
between here and the Orient. The fact that  
the companies have decided not to accept any  
freight of any character, not even to Chinese  
ports, is attributed to an excess of caution. The  
explanation was made semi-officially yesterday  
that the companies fear to place too much  
confidence in the integrity of shippers in these  
days of uncertainty. It would be possible for  
a shipper, by employing the simple subterfuge  
of shipping goods under a false classification,  
to load up a big China liner with hundreds of  
tons of munitions of war, and if the ship was  
apprehended and searched by a Russian  
cruiser, and innocent-looking cases labelled  
agricultural implements, the company would  
have to pay dearly for its negligence. It is  
even hinted that this very thing has already  
happened, although thus far it has not caused  
any trouble. Consequently, since it is a  
physical impossibility for the steamship com-  
panies to inspect every package of freight  
offered for shipment, the companies will avoid  
all risk of entanglement by not taking any  
freight whatever. Harriman has so ordered,  
and his orders have been put into effect with-  
out delay. The steamer *China*, which is the  
next ship to sail for the Orient, will depart on  
Saturday next with a scant cargo consigned to  
Honolulu, Manila and other ports far removed  
from the war zone.

## MEANS SERIOUS LOSS.

The cessation of all trade, between here and  
the Orient will mean a serious loss, not only  
to the steamship companies, but to the mer-  
cantile world as well. America's trade with  
Japan, including imports and exports, amounts  
to \$17,500,000 a year under normal conditions,  
with China \$14,000,000, with Korea, Siberia  
and Russo-China an additional \$1,000,000, or a  
total of approximately \$32,000,000. The loss  
that would result from the cessation of all trade  
for any considerable period would be enormous,  
and so far as can be learned there is no dis-  
position on the part of the steamship companies  
to resume the handling of merchandise of any  
character to China, Japan, Korea or Siberia  
while the present war lasts, or while there is the  
slightest danger that ships may be intercepted  
by war vessels. There are about 100 articles  
in the list of exports that move from here to the  
Orient under normal conditions, the principal  
commodities being alcohol, bags and bagging,  
barley, beans, brandy, canned goods, drugs,  
electric goods, fish, flour, dried and canned  
fruit, groceries and provisions, hops, iron, lard,  
leather, lead, lumber, malt, machinery and  
agricultural implements, millstuffs, poultry,  
raisins, salt, seeds, sugar, whisky and wine, hay,  
hardware and cotton.

It is stated in London that Lord Curzon has  
fixed September 3 as the date of his return to  
India. His lordship is very much better than  
on his arrival, but he still continues subject to  
nervous attacks. These are, however, diminish-  
ing in intensity, and it is hoped his health will  
be fully re-established before the date of his  
return arrives.

## TELEGRAMS.

## THE WAR.

THE ADVANCE ON  
LIAOYANG.

## RESUME OF REPORTS.

Mr. M. Noma, Consul for Japan,  
has kindly forwarded to us the fol-  
lowing telegrams:—  
Tokio, 1st September,  
7 p.m.

The following is a resumé of the  
reports received up to the afternoon  
of the 31st August. Our armies,  
since 27th August, are continuing  
their operations towards Liaoyang.

On the morning of the 20th  
August the First Army's right and  
central columns occupied a position  
nine miles east and south-east of Liao-  
yang, on the left bank of the Taitsé.  
Our other armies, advancing along  
Haicheng-to-Liaoyang road, on the  
20th August, in joint operation with  
the First Army's left, took a position  
facing the enemy's line of defence,  
which was extended to east and west  
from a point six miles south of  
Liaoyang.

On the 30th August, severe fight-  
ing occupied the whole day and con-  
tinued to the afternoon of the 31st  
August.

The enemy appeared to consist of  
12 or 13 divisions.

## RUSSIAN RETREAT

## TO LIAOYANG.

Tokio, 1st September,  
0.10 p.m.

According to telegrams received at  
the Headquarters on the afternoon of  
1st instant our Army Corps on the  
left took possession, at dawn of  
Thursday (1st inst.), by fierce and  
daring assault, of the heights which  
the enemy's right occupied. There-  
upon all the enemy to the south of  
Liaoyang commenced their retreat.

Our armies are now pursuing.

## JAPANESE CASUALTIES.

Tokio, 2nd September,  
12.15 p.m.

Marshal Oyama reports that the  
enemy, being unable to resist our  
fierce attack, retired on the 1st  
instant towards Liaoyang. Our left  
and central columns are hotly pur-  
suing the enemy, who is in great  
confusion, trying to retire to the  
right bank of Taitsé.



## TELEGRAMS.

(Reuters.)

## The Russian Baltic Fleet.

LONDON, 31st August.

The Russian Baltic squadron has returned to Kronstadt from a cruise.

## Mr. Chamberlain's Fiscal Policy.

Mr. Chamberlain, who is going to Italy on the 10th proximo, for six weeks, will renew the fiscal campaign immediately after his return.

LATER.

## Contraband of War.

A letter from the Foreign Office to the Liverpool Chamber of Commerce states that, in consequence of representations from His Majesty's Government, the whole question of contraband is now under the consideration of the Russian Government.

## The War.

RUSSIAN REINFORCEMENTS.

Reuter's correspondent in St. Petersburg wires, it appears that reinforcements have been pouring into Liaoyang for the past weeks totalling two Army Corps.

## TERMINATION OF AUTUMN CAMPAIGN.

Reuter's Agency understands that the autumn campaign will probably terminate with the fall of Port Arthur and the driving out of General Kuropatkin from Liaoyang. It is pointed out that the financial position of Japan will enable her to continue the war for a long time yet, while as long as she is victorious her credit will be undiminished.

(N. C. D. News.)

## Japanese News from Port Arthur.

Chefoo, 28th August.

A large number of junks with refugees have arrived to-day from Port Arthur.

From the 17th to the 23rd inst. there were several severe engagements round Port Arthur. On the 19th the Japanese occupied a post north of Yitessian, and subsequently attacked the latter place and drove off the Russians, but did not occupy it as it is commanded by another fort, but they placed their guns on an adjacent hill which is not covered by the Russian fire.

On the 18th and 19th the Japanese bombarded the fort at Antseshan, but it seems to have held out up to the 26th.

Since the 17th the Japanese have been attacking several forts round Erlungshan, and on the 21st they stormed some of them and drove off the Russians, but have not occupied them.

On the 20th a forlorn hope of 300 men assaulted a fort about one mile south of Sanichiao (on the railway) and destroyed it. The Japanese occupied Fenghuashan, about four miles north-west of Port Arthur, after a hot engagement on the 21st and 22nd inst.

The Japanese troops at the foot of a hill north of Chiao-changku continued the bombardment of the surrounding forts from the 19th to the 23rd inst., and silenced them, but they are still outside the entrenched line.

On the night of the 19th, the Japanese advancing from Shuantaowan, occupied a fort along Pigeon Bay; on the 26th they were stationed at Yangtuyao, and building a fort at Huashan, a little east of Yangtuyao.

There are six large Russian men-of-war in the harbour, all badly damaged, especially a ship of the *Reliance* type which has the marks of Japanese shells all over her, and whose stern is under water, while two of the *Sevastopol* type are hopelessly damaged about their decks and in their engine-rooms. Materials for repairing ships are almost exhausted, and the damaged vessels are being patched with plates of zinc. There are about fifteen gunboats, torpedo-boats, and destroyers in harbour, which appear to be in fair order.

## At Liaoyang.

LATER.

The Russian strength in the Liaoyang direction is about thirteen divisions.

It is stated that Anping and Tanghoyen, seventeen miles south-east of Liaoyang, have already been occupied by the Japanese, the enemy having hurriedly retired from Anping, leaving much booty to the Japanese.

## THE DOLLAR CONVERSION.

Commenting on the demonetisation of alien dollars, the *Perak Pioneer* says:—

Anxiety is now centred upon the rate of exchange at which Government would fix the dollar. There is an impression among a good many that 2s. would be the figure and the recent course of exchange which has been comparatively steady of late approximating this limit. But Government have a larger responsibility to conserve the general and common interests than safeguard a few, perhaps to the detriment of many. By the general introduction of the Sterling scheme Government has large permanent liabilities in gold. It behooves therefore on Government to work up to as high a sterling value as possible for the dollar in which its revenues are realised. Intrinsically the dollar is worth twice as much as the Indian rupee or more; and there is no reason why its token value should not attain the same ratio to that of the rupee which is 1s. 4d. If this proportion be adopted the dollar will have to be fixed at 2s. 8d. Even if 2s. 6d. be fixed, that is 8 dollars to the sovereign, Government will have conserved the best permanent interests of the public. By the adoption of a lower figure, the future financial prospects of the Straits and the F. M. S. will have been sacrificed to meet a particular temporary emergency—a course of action which we trust will be summarily rejected by the far-seeing and astute administrators who are at present swaying the destinies of the Straits and the F. M. S.

## THE WAR.

## THE "ARABIA" AT SHANGHAI.

NEWS FROM VLADIVOSTOK.

The German steamer *Arabia* chartered by the Portland and Asiatic Steamship Company, which was captured by the Vladivostok squadron on the 22nd July, says the *N. C. D. News*, of 30th ult., arrived at Wonsung late on Sunday morning, came up to the Yangtze Wharf and Godown Company's wharf in the lower reach yesterday morning, and was to leave again for Japan in the early hours of this morning. She came to Shanghai direct from Vladivostok and by courtesy of Messrs. Carlowitz and Co. (the agents here) and Capt. Rogers, a representative of this paper was able to glean from those who came down on her something of her experiences and of the present condition of affairs in Vladivostok.

The *Arabia*, which is a 2,863-ton steamer, sailed from Portland on the 3rd of July with a cargo consigned to Yokohama and Hongkong. She had arrived within 140 miles of Yokohama when she fell in with the three Russian cruisers who were just then very active in the vicinity of Tokio Bay. Ordered to stop, she received a Russian lieutenant on board, and on the nature of her cargo being signalled to the Admiral on the *Rosita*, a prize crew of five officers and forty-two men was sent on board her to conduct her to Vladivostok, while 14 of her Chinese crew were taken on board the cruisers. She touched at Korsakoff on Saghalien, and communication with Vladivostok having made it apparent that the coast was clear of Japanese vessels, she was taken across to the Russian port, arriving there on the 28th July. After three days the captain, crew and passengers (white) were allowed to go ashore and they seem to have been well treated and suffered no hardship. The Prize Court sat on the 2nd ult., and its eventual award confiscated the 20,000 barrels of flour and seventy-one railway car bodies on board as contraband. The rest of the cargo and the vessel itself were released.

## THE "CALCHAS."

While the *Arabia* was at Vladivostok the blue-funnel liner *Calchas*, captured on the 9th ult., was brought in, and it is instructive to learn that the flour and timber, which formed part of her cargo, were confiscated at once, without waiting for the decision of the Prize Court; that decision had not been formally rendered when the *Arabia* left Vladivostok. The *Calchas* also had 90 bags of mail for Japan. These were captured with her and have now been brought down to Shanghai by the *Arabia*, and will be taken on to Japan. Altogether during the time the *Arabia* was in dock five prizes were in Vladivostok harbour—the *Albatross*, the *Calchas*, a small Japanese schooner, and another small vessel. The captain and crew of the German steamer *Thea*, which was sunk about the same time as the *Knight Commander*, were put on board the *Arabia* and have now been brought on to Shanghai by her. The *Thea*, it may be mentioned, was loaded with fish-manure and was sunk by seven shells, without any attempt at capture. She had eight days' coal supply on board and might therefore have been navigated to Vladivostok.

By the Russian port the war has not made many changes as yet. Two trains were running daily each way on the railway line; Viceroy Alexieff was back there again, and the town full of officers and troops. The band concerts were going on as usual. Meat and flour were cheap enough, supplies being plentiful, but sugar is up to sixty kopeks a pound and cigars are scarcely purchasable.

Before the *Arabia* left, the *Rosita* and *Grosvont* came in from their last disastrous expedition, and although our informants did not get a close inspection of them, they saw enough to wonder that the cruisers ever reached Vladivostok at all. They were in a pitifully wrecked condition and it will be some weeks before they can be fit to go raiding again.

The voyage down to Shanghai was smooth and uneventful. No man-of-war was passed the whole way.

## THE "ASKOLD" AND "GROSOVOI."

THE DISARMAMENT.

After all, in spite of the long drawn controversy relative to the disarmament of the *Askold* and the *Grosvont*, and the plausible arguments advanced by the Russian authorities, both vessels have had to haul down their colours or choose the only other alternative offered them by the Chinese Government, that of leaving the Port before Sunday. The latter course would surely be magnificent, but the *Czar* is no less aware that discretion is the better part of valour than any other monarch, hence his orders to choose the lesser evil, which reached the Russian Admiral at his quarters in the Cosmopolitan Dock at 8.45 o'clock on the 25th ult. At the time of receiving the message the admiral was in bed laid up probably as the result of much worry and anxiety; there was no excitement or display of feeling of any kind when the order was made known to the officers and men, neither did they seem much perturbed at not hoisting as usual the Russian ensign this morning. But it is significant, however, that the Admiral's condition is considerably worse to-day. Sentries are still posted at different places but instead of the regulation rifle with fixed bayonet they are now entrusted with nothing more deadly than a stick of wood. Beyond this, nothing has been done with a view to disarming and the same vigilance is exercised in keeping outsiders from boarding the vessel as before. As vessels are allowed until Sunday to reduce their armament it is likely, in accordance with Russian custom, that nothing will be done to that effect until the last moment. In any case the *Askold* cannot make any further excuses as to unseaworthiness, for at the rate that her repairs are now progressing, she will be able to leave the dock under her own steam on Saturday or Sunday next, though her repairs will by no means be completed by that time as there is

still fully two months' work on her. Her boilers, which need a thorough overhaul, have not been touched, and beyond the erection of two new funnels and the patching of her wounds nothing has been done.

It is understood that the Russian authorities are doing all in their power to get an extension of time for repairing, meanwhile the work progresses as usual without interruption night and day.

The *Grosvont* has at last struck her flag preparatory to disarming. Her pennant and ensign were hauled down on the 26th ult. though her repairs are said to be not yet complete. The actual disarmament had not commenced that day, orders to that effect not having been received from the Admiral. However, it was stated it would be accomplished some time before Sunday.—*Shanghai Mercury*.

## THE JAPANESE PARLIAMENTARY.

Chefoo, 24th August.

The *Novi Krat* of the 17th ult. says:—At 9 a.m. of the 16th August a Russian soldier on the fort at Choshiaoshih saw Japanese soldiers with a white flag advancing along Mandarin Street from the direction of the Sword mountain and the Russian soldier telephoned the matter to the command of the 2nd regiment. The commander of that regiment ordered to stop the firing of the advance guard. Captain Luploff with a few guards went out of the fort and received the Japanese. The Japanese were a major and four soldiers. They exchanged salutations in the Russian language. The Japanese major asked to see a responsible staff officer. The Russian captain telephoned to the Russian headquarters of the matter. A Russian colonel with two officers came and then the Japanese major handed over two letters addressed to the commander-in-chief of the Russian army as well as the commander in chief of the Russian squadron and then the Japanese major said a parting word to the Russian colonel. At the time rain began. The Japanese major after showing his respect to the Russian colonel went away. During the meeting the advance defence line ceased firing.

## NEW LINER FOR THE ORIENT.

THE P. M. S. "MANCHURIA."

San Francisco, 1st August.

Another new liner has added her huge bulk to the fleet which the Public Mail Company operates and the Vladivostok squadron watches. She is the *Manchuria* and arrived yesterday, 45 days and 15 hours from Norfolk, Va. She is the sister ship to the *Mongolia*, both having been built last year, and has a capacity of more than 16,000 tons. Their speed in seventeen knots. The *Manchuria* sailed from Norfolk June 16th with about 7,600 tons of coal aboard, and at the average speed of 12½ knots burned 100 tons a day. She used 4,600 tons, leaving about 3,000 tons yet unconsumed. Her only stop was at Sandy Point and Fortesque Bay, in the Straits of Magellan, where she anchored for the night, as daylight is necessary always for navigation in those dangerous waters. She has on board a crew of 130 men, though 200 is her working complement.

Many of the officers are old-timers in the Pacific and well known here. Captain J. B. Saunders is the old and skilful skipper who used to send the *Newport* up and down this coast.

The big boat will clean up in the dry dock and load for China and Japan when the *America Maru* shows her a clear way through the Vladivostok squadron.

## INTERPORT CRICKET.

PROBABLES V. THE REST.

At Shanghai last Saturday there was a cricket match between the probable players in the forthcoming interport match and the rest of Shanghai. *Sport and Gossip* says the lessons of the test game are as follows:—

1. That it is questionable whether we can get together a team fit in all ways to meet Hongkong and the Straits. Our bowlers are good, but our batting is questionable. We lack a practised wicket-keeper, and our fielding is to say the least improvable.
2. That if a team does go, Morris should be in it. His defence yesterday was decidedly good, and he needs but little more practice to get into really good form.
3. That the Captain should rest his bowlers only when necessary if they are doing satisfactorily, and put them on again as soon as ever they have had a spell in the field if the others are not "coming off." We have seen three or four matches lost this season from neglect of this elementary rule.
4. That systematic practice should be begun at once if there is any real intention of sending a team to the south, otherwise we shall be laying up for ourselves such a whopping "as never was."

## CABLE CO. ADOPTS WIRELESS.

Presiding at a meeting of the shareholders of the Eastern Telegraph Company, Sir J. Wolfe Barry, as already reported in our columns, said the directors intended to make use of wireless telegraphy. He further remarked that the shareholders would no doubt have seen that the De Forest system of wireless telegraphy had been successful in carrying war correspondents' messages from ship to shore during the present Russo-Japanese war. While holding the view that wireless telegraphy would not compete with long-distance submarine telegraphy, the directors were of opinion that there were places where wireless telegraphy could be usefully employed. A case in point was the Azores. It was desired by Portugal that some of the out-lying islands should be placed in telegraphic communication. Owing to the nature of the bottom and the question of expense it was not considered desirable to make the connection by cable, and they therefore intended to connect the points by a system of wireless telegraphy, to be worked in connection with the cable system.

## FARNHAM, BOYDS.

The following letter, dated the 1st ult., and addressed to the directors of S. C. Farnham, Boyd & Co., Ltd., is printed in the *Shanghai Mercury* of 26th August:—

Gentlemen,—With regard to your recent refusal to show me the value at which *s.s. Munchen* stood in your books at 30th April last, I desire, before the matter goes any further, to recapitulate the facts as they appear to me so that there can be no possible grounds for a misunderstanding.

At the general meeting the chairman made a distinct promise, in reply to my inquiry as to the steamer's book value, that I could see the figures in the books, and further that the directors had no wish to conceal anything from the shareholders, any of whom could obtain the information in the office downstairs. There then followed what one newspaper calls "faint applause" and the accounts were passed.

A day or two later having called at the company's office for the fulfilment of the above promise, I was distinctly told (all of your number then in Shanghai being present) that the promise would not be kept.

I then addressed a letter to the Managing Director, asking him to appoint a time at which I might call and see the figures in the books and in reply received a letter promising me the information sought, if I would give a guarantee that I would not use it to the prejudice of the company's interests. Having given an assurance of my intentions I was invited to call when to my surprise I was shown a book labelled "contract book" containing two pages of figures, about half of them in pencil, having reference to the cost of *str. Munchen's* repairs.

To my query as to whether the sum total represented the book value of the *str. Munchen* at 30th April, 1901, no definite answer was given and feeling that I was no wiser than before (since as I then said the vessel might have been written down to a thousand taels, or as one of your number said written up to a million taels), I asked to see the Ledger balance brought forward to this year's account. This was refused and I was informed that other shareholders who have made similar requests had also been refused.

What these other shareholders intend to do, I don't know. As for myself, seeing that a promise made before the passing of the accounts is broken immediately after that I am asked to give a guarantee and then shown figures which are worthless as far as my question is concerned, I cannot but feel that I have been trifled with and must request you to reconsider your decision at your very earliest convenience.—Yours, etc.,

A. L. ANDERSON.

24th August, 1904.

Gentlemen,—Not finding, on my return to Shanghai, any reply from you to my letter of 1st inst., I beg to inform you that I intend to make public the correspondence which has passed between us.—Yours, etc.,

A. L. ANDERSON.

The Directors, S. C. Farnham, Boyd &amp; Co.

## PROGRESS IN THE NEW BUND AT CANTON.

The reclamation of the foreshore of the "narrow reach" of the Canton river, whereof a substantial bund will be the result, appears to have been seriously begun. That the Pearl river should have a bund from East to West, as Shanghai and Hankow, has been the dream of certain progressive Chinese during the last twenty years. Unfortunately, when the land is reclaimed, and the bund built, there will not be space enough for gardens as you have in Shanghai—a refreshing trysting-place on a summer's evening. Here land is too valuable and money too scarce to hope for such a boon. Still, it will be a great improvement when there is a long straight road from the East of Canton to the steamer wharves, where richias can play, and perhaps, at no very distant date, electric trams run. H. E. Chang Ching-lung more than twenty years ago, says the Canton correspondent of the *N. C. D. News*, built a short section, which has been used up to this day as the official landing-stage. At that time it was hoped that the work would have been completed, but the time was not yet. His Excellency's bund will now be removed, I believe, and the whole will be pushed further out towards the centre of the river. The section near the Canton Hankow railway ferry wharf is well on its way towards completion, and a large piece of ground—very valuable—has been reclaimed. It is assumed that, as in the reclamation of the foreshore of the harbour in Hongkong, the money which the land will make when sold, will recoup those who have the scheme in hand, even after the strip of land for a wide street has been retained. This forecast will probably be found to be correct, for all labour here is comparatively cheap, and the materials of which the reclaimed land will be made, will cost nothing. There is therefore a strong probability that we shall have here, before long, a wide bund where boats can discharge cargo, and where richias can run and pedestrians walk.

## THE KWANGSI REBELLION.

The Imperialists under General Huang have been very successful and have captured one of the rebel villages. Liang, a rebel chief, was killed in the fight. The Imperialists captured much booty and arms and released seventy women who had been detained by the rebels. On the 20th ult. a detachment under General Chen attacked the rebels at Sanpauhou. The Imperialists lost two officers and five men. The rebels had twenty killed. On the 25th the Imperialists lost over ten officers.

Viceroy Tsen Chun-hsuen has received a report that Liachowfu the Prefect had received application from a party of French surveyors for protection. They were said to be surveying for commercial purposes. Their application came through the French Consul; the party arrived on the 17th ult. The Viceroy wired for instructions to the Wai Wo-pu and at the same time gave orders not to give Frenchmen protection in the meantime.—*Sin Wan-pao*.

## THE RUSSIAN IN H.M.S.

"TAMAR."

A SETTLEMENT.

It is announced by the *N. C. Daily News* that an arrangement has been made between the British and Japanese Governments that the Russian frigate in the Russian destroyer, who were brought down to Hongkong from Weihaiwei and placed aboard the receiving ship *Terrible*, shall be detained in British territory until the close of the war. This decision, says the journal, is in accordance with the action of the German authorities at Tsingtao; it has been clearly stated there that it is obvious that neither the Russian ironclad *Tzarevitch*, nor the destroyers which took refuge at Tsingtao, nor their crews, can take any further part in the present war. This is completely in accord with the dictates of International Law, whereby a neutral State is bound to disarm and intern all belligerent troops that pass into its territory.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...	\$650 £66.10/-
Nationals	...	39 ss.
Unions	...	38 1/2
Canals	...	212 b.
China Traders	...	63 s.
Hongkong Fires	...	325 b.
China Fires	...	88 s.
H.K. & Macao Steamship	...	30 s.
Indos	...	117 s.
Douglases	...	364 b.
Star Farries	...	40
China Sugars	...	200 b. ex div.
Luxons	...	7 1/2 ss.
H.K. & Whampoa Docks	...	226 s.
Wharves	...	113 b. ex div.
Farnhams	...	Tls. 173 s.
Hongkong Lands	...	154 s.
Hongkong Hotels	...	131 b.
Green Island Cements	...	304
A. S. Watsons	...	15 s.
China Borneos	...	11 b.

Shanghai advices, of 25th ult., state:—Business reported:—Indo-Chinas at Tls. 85 for December. Farnham Boyds at Tls. 176 for December. Maatschappij at Tls. 312 cash, and Tls. 325 for December. Hall and Holz at \$30.

Business done direct:—Indo-Chinas at Tls. 86/85/83 for December. Shanghai and Hongkong Wharfs at Tls. 153/155 for August, and Tls. 161 for December. Farnham Boyds at Tls. 168/171/170 cash, and Tls. 176/171/178 for December. Perak Sugars at Tls. 60. Chinese Engineering and Mining Co. at Tls. 6 L.S. Maatschappij at Tls. 315 for September, and Tls. 325 for December.

## To-day's Advertisements.

## HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (Saturday), the 3rd instant, will be for SPOONS, commencing at 2.30 P.M. RANGES:—200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

MOWIRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 2nd September, 1904. [53]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 3rd Sept., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 2nd September, 1904. [979]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, on MONDAY, the 5th instant, at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 2nd September, 1904. [984]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above, on TUESDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 2nd September, 1904. [999]

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents. Hongkong, 2nd September, 1904. [1003]

## To-day's Advertisements.

## HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, TO-NIGHT, (FRIDAY), September 2nd, at 9 P.M.

Tickets ... \$2 and \$1 May be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

Tickets already purchased for August 27th hold good for this date. Hongkong, 2nd September, 1904. [983]

## BACON AND HAM.

JUST LANDED.

A Fresh Consignment of well-known HASTINGS AND NEPHEWS' FINE STREAKY BACON, AND

BEST YORK CUT HAM.

Guaranteed to be Good.

H. RUTTONJEE, No. 5, D'Aguilar Street, or 36 to 38, Elgin Road, Kowloon. Hongkong, 2nd September, 1904. [72]

## TOYO KAI KAISHA.

NOTICE.

## CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 3rd instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. E. W. TILDEN, Agent. Hongkong, 2nd September, 1904. [1]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 2nd September, 1904. [6]

## Intimation.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	3rd September.
GLASGOW and LIVERPOOL	"PATROCLUS"	4th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.

S.S. "TELEMACHUS" left Singapore for this port on the 29th ult., and is due on the 3rd inst.  
S.S. "PATROCLUS" left Singapore for this port at daylight on the 31st ult., and is due on the 4th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	6th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd September, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIAN"	3rd September.
SHANGHAI	"TIWAN"	5th "
MANILA	"TAMING"	6th "
SWATOW, CHEFOO and TIENTSIN	"CHIEHLI"	6th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd September, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger		SATURDAY, 17th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th August, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370		October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 17th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
7 P.M. and Sundays about 7.30 P.M.  
FARE.—(Week Days) 1st Class (including  
cabin and servant), \$5; Return Ticket, \$5;  
2nd Class, \$3; 3rd Class, 25 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship  
"YING KING,"Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously  
furnished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
TUESDAY and THURSDAY EVENING, at 5 P.M.1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50 " " "  
Meals.....1.00 each. " " "  
The steamer's wharf is at the Western end of  
Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENDT & CO.,  
Canton Agents,  
Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

"KWONG CHOW" 1,139 Tons, J. P. MARTIN,  
"KWONG TUNG" 1,138 Tons, H. W. WALKER.Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [78]BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship  
"PALAMCOTTA,"Captain Windebank, will be despatched as  
above, on TUESDAY, the 6th September, at  
Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 30th August, 1904. [198]

## "SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND  
ANTWERP.THE Company's Steamship  
"MERIONETHSHIRE,"Captain G. C. Cundy, will be despatched for  
the above Ports, on or about WEDNESDAY,  
the 7th September.This Steamer has Superior Accommodation  
for Saloon Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 11th August, 1904. [193]

AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship  
"EPSOM,"Captain J. Cox, will be despatched for the  
above Port, on or about FRIDAY, the 6th  
September, to be followed by the Steamship  
"CLAUVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 31st August, 1904. [196]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG  
1904. About

"ATHOLL".....20th September.

"MACDUFF".....27th "

"SAGAMI".....8th October.

For Freight and further information, apply  
to  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 30th August, 1904.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship  
"BAYERN,"of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 o'clock  
to-morrow morning.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 6th of September, will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 6th September,  
at 9.30 A.M.All Claims must reach us before the 12th  
of September, or they will not be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.

Hongkong, 30th August, 1904. [19]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "JAPAN,"

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 1st September, 1904. [14]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "CHUSAN,"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. Himalaya.  
From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.Goods not cleared by the 2nd proximo, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1904. [14]

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "MONGOLIA,"

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Lot 243), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.Goods remaining unclaimed after the 5th  
proximo will be subject to rent.All Claims must be sent in to me on or  
before the 8th proximo or they will not be  
recognized.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 30th August, 1904. [11]

FROM HAMBURG, BREMEN,  
ROTTERDAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

## "SCANDIA,"

Captain Behrens, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 31st August will be subject  
to rent.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 3rd September at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 30th August, 1904. [198]

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

## "NUMANTIA,"

Captain Brehmer, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd September will be  
subject to rent.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th August, 1904. [197]

## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at

1 P.M., the Company's Steamship  
"MANCHE," Captain Mourard, with Mails,  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of  
Call, transshipping Passengers and Cargo at  
Saigon to S.S. Polytechnique.Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till NOON  
only on MONDAY, the 5th September. Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.For further Particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd August, 1904. [19]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA.

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

## "CHUSAN,"

Captain A. Thompson, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 10th Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Marmora, 10,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Oriental,  
due in London on the 23rd October.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1904. [14]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleades 3,753 E. G. Purinton Sept. 17

Shawmut 9,666 W. M. Smith Sept. 24

Tremont 9,666 T. W. Garlick Oct. 1

Lyra 4,417 G. V. Williams Oct. 1

Hyades 3,753 Geo. Wright







## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the  
French Mail Steamer *Oceanien*

## THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) ..... \$0.80 per lb.  
EYSEN CHEESE in Tins ..... 0.75 the tin.  
GOUDA CHEESE (Edam) ..... 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHEERRIES " " " " " " 1.50

ASSORTED FRUIT " " " " " " 1.50

CHEERRIES IN BRANDY..... " " " " 1.75

APRICOTS " " " " " " 1.75

PLUMS " " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

The Litre ..... \$5.00

The Half-Litre ..... 2.50

## CHAZALON &amp; CO.,

Sole Agents for Hongkong, China and Japan.

## SOLUTION OF BI-PHOSPHATE OF LIME

(Medicinal) of the MARIST BROTHERS.

It is employed with much success in chronic bronchitis, inveterate catarrhs, consumption, scrofula, the softening and caries of bones, and generally all sickness whose cause is in the poverty of blood and the weakness of the digestive organs.

Numerous testimonials from Physicians, letters of congratulation.

An explanatory note accompanies each bottle.

The Litre ..... \$5.00

The Half-Litre ..... 3.00

(Discount according to importance of order.)

Hongkong, 29th August, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	\$10,000,000	\$1,492,554	Div. of £1 10/- @ exchange 1/9 15/16 \$16 1/2 for first half year 1904	6 1/2 %	\$650
National Bank of China, Limited .....	4,453	£10	£8	\$750,000		\$2 (London 3/6) for 1903	5 1/2 %	London 266 1/2
Do. (Founders) .....	750	£1	£1	\$175,533	\$21,668	None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$3 1/2 for 1902	5 1/2 %	\$575 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	\$1,091,143	Nil	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited .....	10,000	£15	£5	\$784,445	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 6 1/2 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$900,000	\$86,284	\$12 for 1902	9 1/2 %	\$135
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,511,992	\$110,551	\$15 for 1902	7 %	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$331,342	\$374,110	\$22 1/2 for 1902	7 1/2 %	\$320 buyers
China Fire Insurance Company, Limited .....	20,000	\$100	\$10	\$372,138	\$349,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	\$1,170,288	\$16,362	\$14 for first half-year 1904	10 %	\$30
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	\$1,000,000	£5,853	10/- for 1903	5 %	\$118
China and Manila Steamship Company, Limited .....	30,000	\$50	\$50	\$200,000	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$185,000	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$36 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$80,935	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	4 1/2 %	\$40 buyers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	\$60,000	\$33,648	\$5 for 2nd 1-year making \$15 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	\$21,075	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	\$18,000	Tls. 865	Interim of Tls. 14 for 1904	12 %	Tls. 25 buyers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	\$130,153	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 46 ex div.
Do. (Preference) .....	100,000			\$470,000			7 1/2 %	Tls. 45 ex div.
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	Tls. 98,000	Dr. \$147,717	Interim of \$5 for 1904		\$200
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$3 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin .....	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,052 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited .....	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$61 buyers
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$25,500	\$50,471	{ \$6 dividend and \$2 bonus for first half- } year 1904	7 %	\$226 sales
S. C. Farham, Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 173 sales
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	\$1,050,000	\$43,732	\$5 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 sellers
Do. (Preference) .....	2,750					\$7 dividend	6 1/2 %	\$170
Howarth Erskine, Limited .....	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903/4	6 1/2 %	\$170 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd. ...	30,000	\$50	\$50	\$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$112 1/2 buyers
Shanghai and Hongkew Wharf Company .....	20,000	Tls. 100	Tls. 100	\$350,000	Tls. 22,895	Interim of Tls. 4 for 1904	7 %	Tls. 153 sales
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 487,210	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited .....	6,000	\$50	\$50	Tls. 50,913	\$489	\$12 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	Tls. 6,000	\$51,966	Interim of \$6 for 1904	8 %	\$153 buyers
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 } { Tls. 150,000 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	Tls. 17,144	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited .....	6,000	Tls. 50	Tls. 50	Tls. 54,626		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited .....	3,754	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$67 sellers
HOTELS.								
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$100,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$131 buyers
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	\$11,824	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	\$20,000	\$9,899	\$24 for year ended 30.6.1904	7 1/2 %	\$338 ex div.
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	5 1/2 %	Tls. 151 buyers
Queen's Hotel (Wei-hai-wei) .....	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation) .....	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 40 sellers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$200,607	\$99,177	90 cents for 1903	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,084	Interim of 3 % a/c 1898		Tls. 25 buyers
Lao-ku-mow Cotton Spinning & Weaving Co., Ltd. ...	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 5,568	Tls. 20,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	6 1/2 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,826 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 67 sellers
Alhambra, Limited .....	300	\$200	\$200	\$43,003	\$7	\$125 for year ending 30.6.1900		\$100 sellers
Philippine Company, Limited .....	67,500	\$10	\$10			First year		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited .....	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	8 %	\$163 buyers
China-Borneo Company, Limited .....	60,000	\$12	\$12	none	Nil	60 cents for 1903	8 %	\$104 sales
A. S. Watson & Co., Limited .....	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 buyers
Watkins, Limited .....	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	11 %	\$70
Singapore Dispensary, Limited .....	1,600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	8 1/2 %	\$84 sales
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$15 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$10	none	\$1,747	{ \$1.00 } for year ending 30.4.1904	6 1/2 %	\$64 buyers
	30,000	\$10	\$5	none		{ 50 cents }	5 1/2 %	\$100 buyers
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	£23,109	£7,625	£1 div. and 2/- bonus for 1903		
Shanghai Gas Company, Limited .....	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 97 sales
Shanghai Waterworks Company, Limited .....	7,200	Tls. 20	Tls. 20	Tls. 108,172	Tls. 7,560	Interim of 15/- for 1904	7 1/2 %	Tls. 395 sales
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 7,400	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 120
Tientsin Native City Waterworks Company, Ltd. ....	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 3 for half year		\$30 sales
Hall & Holtz, Limited .....	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 for 1903	11 1/2 %	\$130 buyers
Laue, Crawford & Co., Limited (Shanghai) .....	2,500	\$100	\$100	none	\$21,184	Final of \$7 making \$14 for year end. 29.2.04	9 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	\$50,000	\$8,381	\$10 for 1903	7 1/2 %	\$88 sellers
Geo. Fenwick & Co., Limited .....	6,000	\$25	\$25	\$70,000	\$10,512	\$3.75 for 1903	7 1/2 %	\$20 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$35,800	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$165 sales
Straits Ice Company, Limited .....	2,000	\$100	\$100	\$20,000		\$1 for second half year 1903	9 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 31.1.1903	6 1/2 %	\$30 buyers
Dairy Farm Company, Limited .....	10,000	\$7 1/2	\$6	\$20,000	\$3,020	\$14 for year ending 31.7.1903	8 1/2 %	\$27 buyers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	\$5,500	\$590	\$1 for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	none	161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited .....	9,900	\$10	\$10	\$20,000	\$180	{ 50 cents } for year ending 31.5.1904	10 1/2 %	\$180 buyers
Do. (Founders) .....	100	\$10	\$10					\$1 buyers
Tebrau Planting Company, Limited .....	20,000	\$5	\$5	none	Dr. \$22,551	Interim of 70 cents	8 %	\$19 buyers
Hongkong Steam Waterboat Company, Limited .....	7,500	\$10	\$10	none	\$1,548	None		\$10 buyers
China Light and Power Company, Limited .....	30,000	\$10	\$10	none	\$3,739	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers
William Powell, Limited .....	12,000	\$10	\$10	none	\$4,757	60 cents for year ended 31.5.1904	9 %	\$7
Steam Laundry Company, Limited .....	10,000	\$5	\$5	none	\$3,644	First year		\$34 buyers
Maatschappij "Tot Miljn" Bosch en Landbouwerij .....	25,000	Gld. 100	Gld. 100	{ Tls. 354,669 } { Tls. 11,143 }	Tls. 27,187	{ First quarterly of Tls. 10, paid 15.3.04 } { Second do. do. Tls. 10, " 15.6.04 }	13 %	Tls. 312 1/2 buyers
Shanghai Horse Bazaar Company, Limited .....	5,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 10,247	Tls. 5 for 1903 & 6 for 1904	6 1/2 %	Tls. 81 buyers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 4,000	Tls. 3,288	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 154 sales
Central Stores, Limited .....	4,000	\$15	\$12	\$15,000	\$1,255	Interim of \$1.20 for 1904	11 1/2 %	\$33 buyers
Do. (Founders) .....	133					None		\$100
Do. (New Issue) .....	24,000	\$15	\$15			Preferential of 7 per cent for 1904	6 1/2 %	\$8 sales
E. L. Mondou, Limited .....	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,319	Tls. 5 for 1902	9 1/2 %	Tls. 40 sales
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,944	Tls. 6 for 1903	9 1/2 %	\$133 buyers
Katz Brothers, Limited .....	10,000	\$100	\$100	\$275,000		\$13 for 1903		\$37 sellers
Straits Trading Company, Limited .....	250,000	\$10	\$10	\$650,000	\$93,463	{ \$1 div. and 50 cents bonus for half year } ended 30.6.1903	7 1/2 %	\$102 buyers
Fraser and Neave, Limited .....	4,600	\$50	\$50	\$11,500	\$1,700	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 sales
Maynard and Company, Limited .....	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903		\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ...	1,200	\$50	\$50	none		First year		\$25
South China Moraine, Ltd. .....	6,000	\$25	\$25	none	Dr. \$30,570	None		